BookletChart™

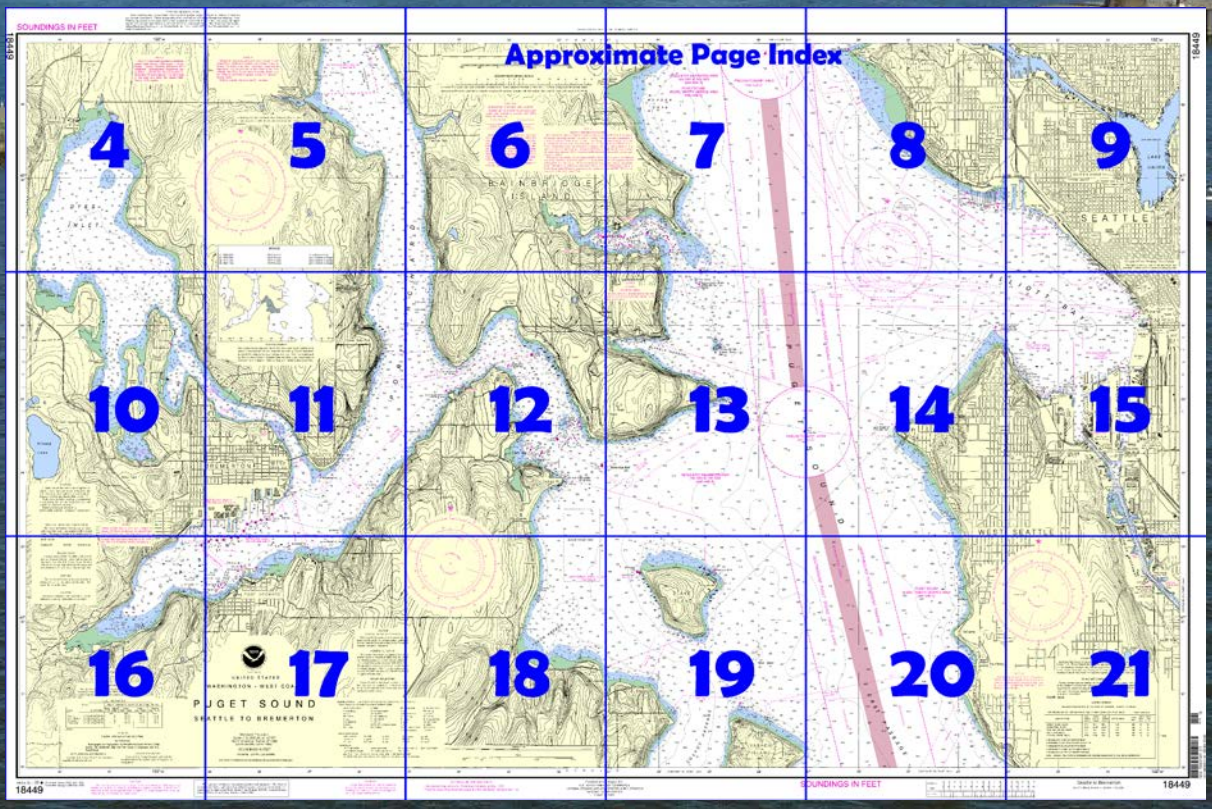
Puget Sound – Seattle to Bremerton

NOAA Chart 18449

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

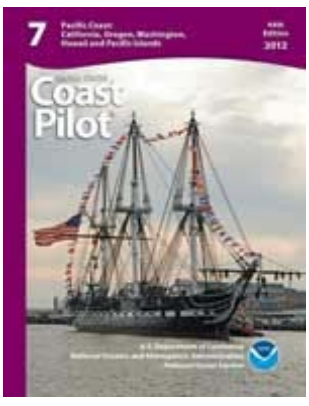
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18449



(Selected Excerpts from Coast Pilot)
Bainbridge Island, 9 miles long and heavily wooded, forms part of the W shore of Puget Sound. There are several towns on the island.
Port Madison indents the W shore between the N end of Bainbridge Island and **Point Jefferson**. It is about 2.5 miles long and very deep; not until within 0.5 mile of the beach can anchorage be found in 90 to 100 feet, sticky bottom. Its SW part connects with Port Orchard through Agate Passage.

Miller Bay, in the NW part of Port Madison, is used by shallow-draft pleasure craft. The channel should not be used at low tide because of the very irregular bottom. In 2002, the reported depth in the channel along the docks at the S end of the bay was 5 feet.
Point Monroe, the S point at the entrance of Port Madison, is a low, narrow sandspit, curving W and S. A small cove is between the sandspit and the shore to the S. The entrance dries at low water.
The S shore of Port Madison is composed of broken bluffs, except where it is indented by the narrow arm extending 1 mile S. The entrance to this narrow arm is 0.7 mile W of Point Monroe.The town of **Port Madison**, has many private piers but no fueling facilities. The narrow channel through the arm has a least depth of 16 feet, and local knowledge is necessary to keep in the best water. Two submerged rocks, covered 7 feet and marked by a daybeacon (47°41'51"N., 122°32'08"W.), about 220 yards SSW of **Treasure Island**; caution should be exercised. An old ballast dump, nearly bare at low water, is 75 yards offshore 400 yards in from the E entrance point. Care should be taken to avoid the cluster of covered rocks 100 yards off the E entrance point. Sheltered anchorage for small craft may be had in up to 21 feet, mud bottom.
Meadow Point, on the E side of Puget Sound nearly opposite Point Monroe, is a low, grassy point, with a high tree and brush-covered bluff behind it. A lighted buoy is about 0.2 mile NW of the point.
Murden Cove is an open bight on the W side of the sound about 3.5 miles S of Point Monroe. An extensive flat which bares extends almost 0.5 mile from the head of the cove, and outside of it the depth increases rapidly. **Skiff Point**, the N entrance point, has low yellow bluffs to the S. A shoal, covered by kelp, extends about 250 yards from the point; this shoal is reported to be building out and should be given a wide berth.
Yeomalt Point, the S entrance point, is a low, grassy sandspit, 150 yards wide, rising gradually to the general level of the high land. The radio towers about 0.9 mile SW of Skiff Point are prominent from offshore.
Wing Point, on the N side of the entrance to Eagle Harbor, is a narrow, bluff point 30 feet high, covered with trees to the edge. A flag pole is prominent on the point. A reef extends SSE for 0.5 mile from Wing Point and is generally marked by kelp. The S extremity of the reef is marked by a buoy. **Tyee Shoal**, 0.7 mile SSE of Wing Point, with a least depth of 14 feet, is marked by a light.
Foul ground extends as much as 500 yards off the S point at the entrance; a light and buoy mark its outer limits.
Eagle Harbor indents the E shore of Bainbridge Island opposite Elliott Bay. It is 2 miles long and affords excellent anchorage in 30 to 39 feet, muddy bottom. It narrows at the head to 300 yards.
The entrance is deep, but caution is necessary in entering because the natural channel is only 200 yards wide between the reef S of Wing Point and the spit on the W side of the channel entrance. The channel is marked by lights and buoys. A wreck covered 18 feet is at 47°37'09"N., 122°31'11"W.
Winslow is the largest town on Bainbridge Island. It is on the N shore of Eagle Harbor, and is a major ferry port on the cross-sound routes to and from downtown Seattle. About 0.2 mile W of the ferry slip is a large building and two piers which are used by the Washington State Ferry System for ferry mooring and maintenance. About 0.3 mile West of the ferry slip is a city park with a float that offers 48-hour free moorage. Immediately W of the float is a launching ramp.
There are several marinas located on the shores of Eagle Harbor. Numerous small-craft are anchored in the upper half of Eagle Harbor.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Seattle	Commander 13th CG District Seattle, WA	(206) 220-7001

Table of Selected Chart Notes

CAUTION
Obstructions prevent navigation under bridges.

HEIGHTS
Heights in feet above Mean High Water.

Mercator Projection
Scale 1:25,000 at Lat. 47°35'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

AT MEAN LOWER LOW WATER

NOTE F
Floating security barriers have been installed at various U.S. Naval installations throughout Puget Sound. The barriers are marked by numerous flashing yellow (Fl Y 2s) Navy maintained lighted buoys and approximately mark the Restricted Areas surrounding the facility.

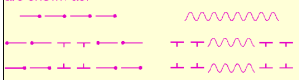
CAUTION
Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.647" southward and 4.454' westward to agree with this chart.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

COLMAN FERRY TERMINAL FOG SIGNAL
The light, showing fixed white and horn are privately maintained and operated during fog only

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Seattle, WA KHB-60 162.550 MHz

CAUTION
A flashing red light on South dock Torpedo Station, and on float opposite Battle Point, indicates torpedo firing in progress.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

FISHING NET CONFLICT RESOLUTION
During certain seasons fishing net conflict may occur in this area, most commonly in the vicinity of the Duwamish waterway. It is in the best interest of all mariners to verify a clear channel prior to entering this area. All fishermen must comply with 72 COLREGS. For more information please contact Coast Guard Marine Safety Office Puget Sound at (206) 217-6230/6231.

ANCHORING STANDARDS OF CARE
Anchoring Standards of Care have been established for this area through the Harbor Safety Plan. These Standards of Care supplement existing regulations with good marine practices for anchoring, and are separated into different weather categories. If your vessel does not have a copy of the Anchoring Standards of Care, you can download one at http://www.marineexchangesea.com or contact (206) 443-3830.

COLREGS, 80.1395 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Brownsville	(47°39'N/122°37'W)	11.8	10.9	2.9
Port Blakely	(47°36'N/122°31'W)	11.5	10.6	2.8
Bremerton	(47°34'N/122°37'W)	11.7	10.9	2.9
Seattle	(47°36'N/122°20'W)	11.4	10.5	2.8

NOTES: Chart last revised: 12/94, 1/01, 12/02.

Dashes (- - -) located in datum columns indicate unavialable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Mar 2011)

DUWAMISH WATERWAY

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JAN 2011

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
HARBOR ISLAND REACH	23.3	31.0	25.1	1-11	200	0.5	30
GEORGETOWN REACH	16.1	21.1	20.4	1-11	200	2.1	30
FIRST AVE. 8TH AVE. REACH	16.7	13.8	2.3	1-11	150	0.8	20
14TH AVE. BRIDGE REACH	6.4	7.3	6.0	1-11	150	1.8	15
TURNING BASIN REACH	6.1	11.3	9.6	1-11	150	0.1	15

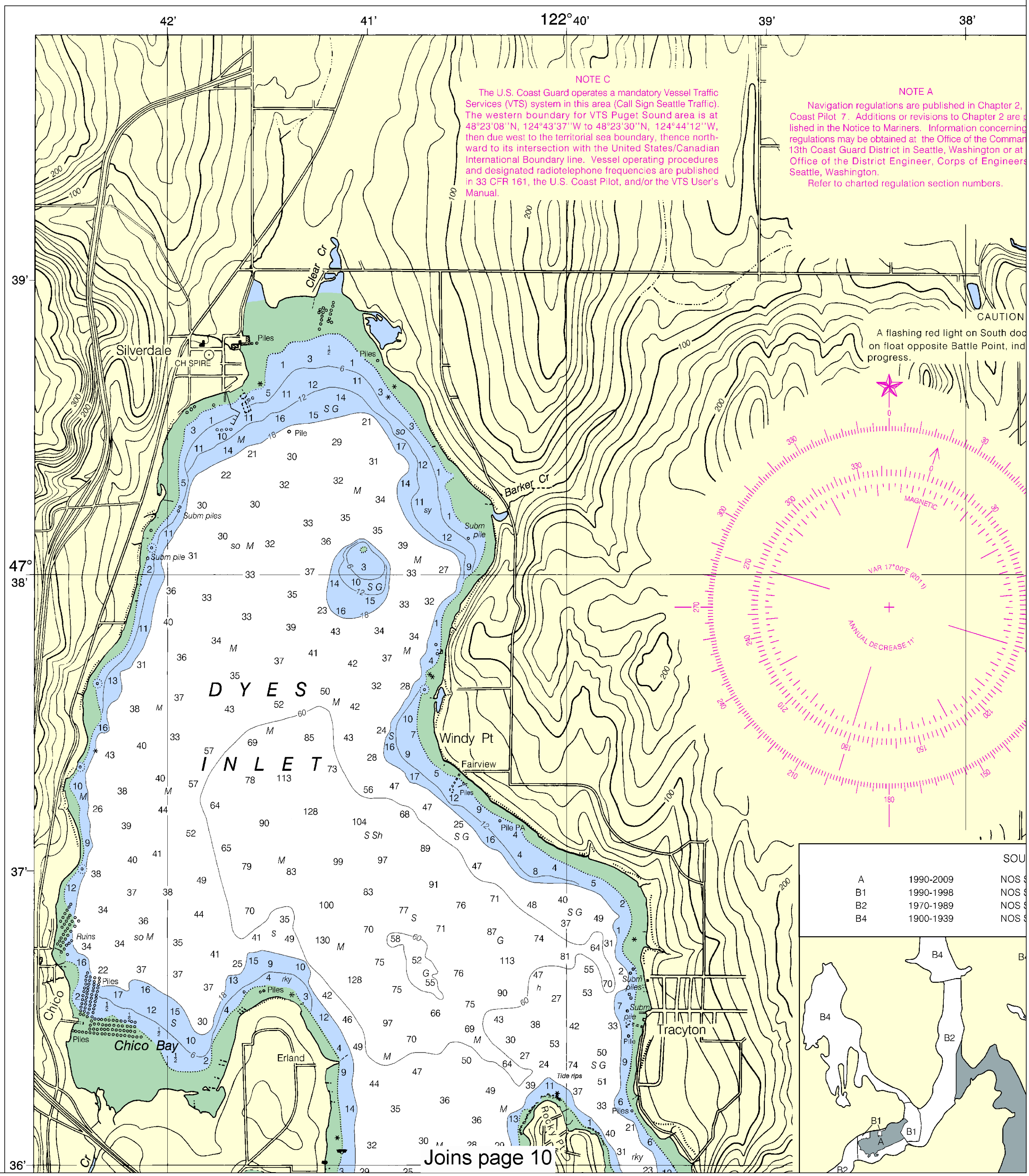
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

SOUNDINGS IN FEET

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx, or OceanGrafix at 1-877-56CHART or http://www.oceangrafix.com.

18449



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:25,000

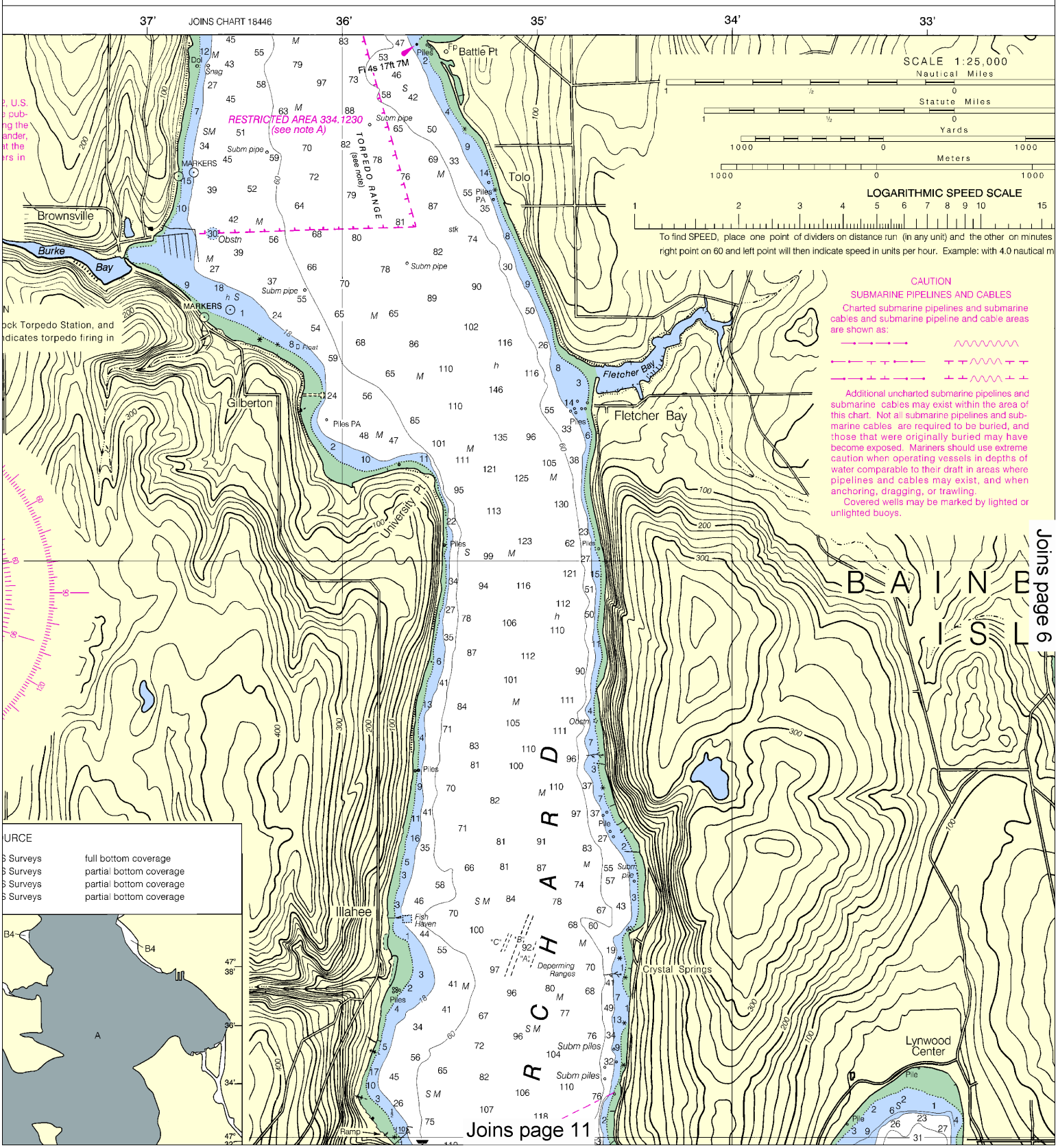
Nautical Miles

1 ½ 0 1

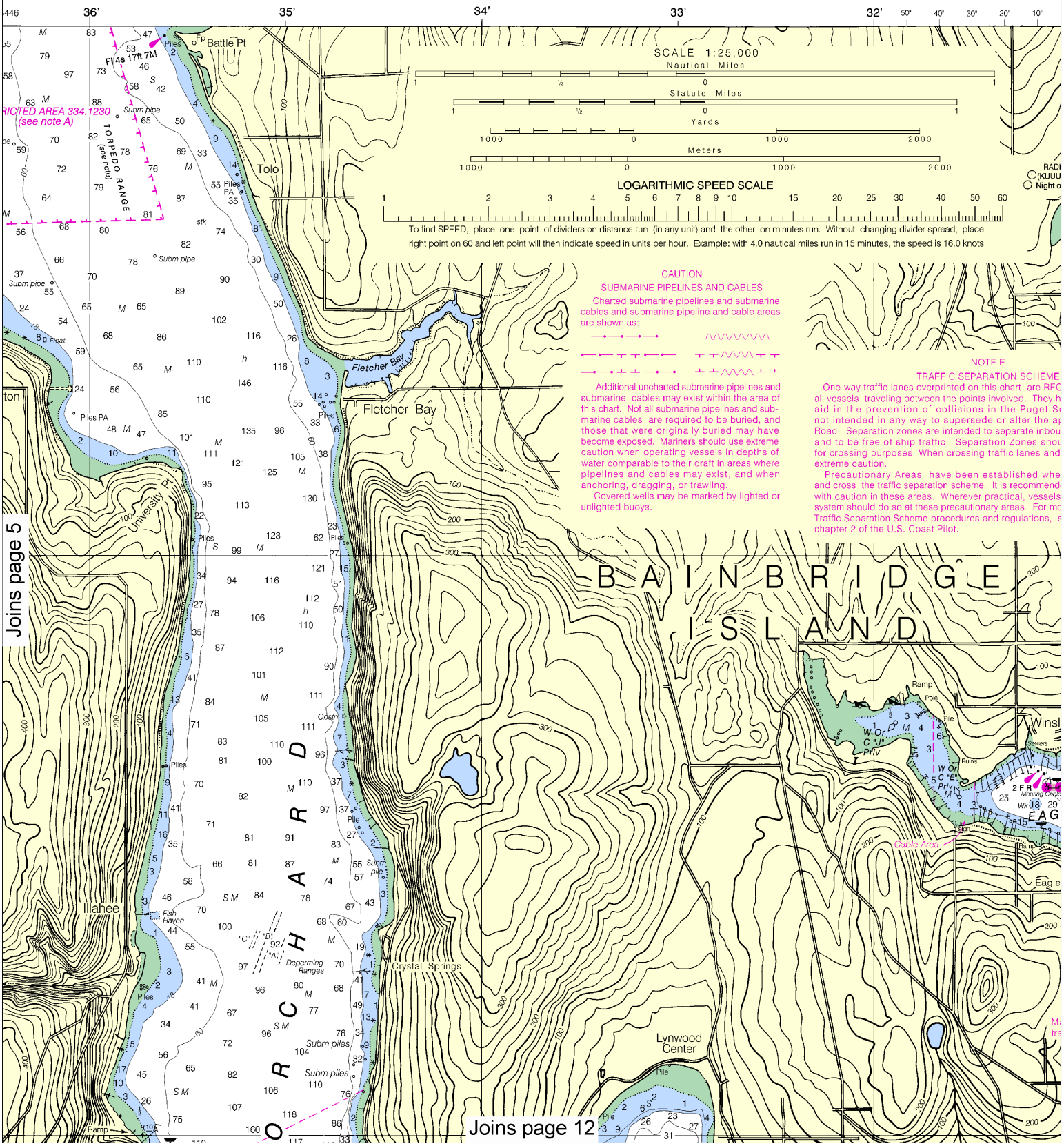
Yards

1000 0 1000 2000

See Note on page 5.

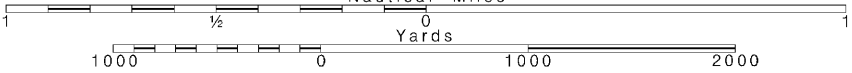


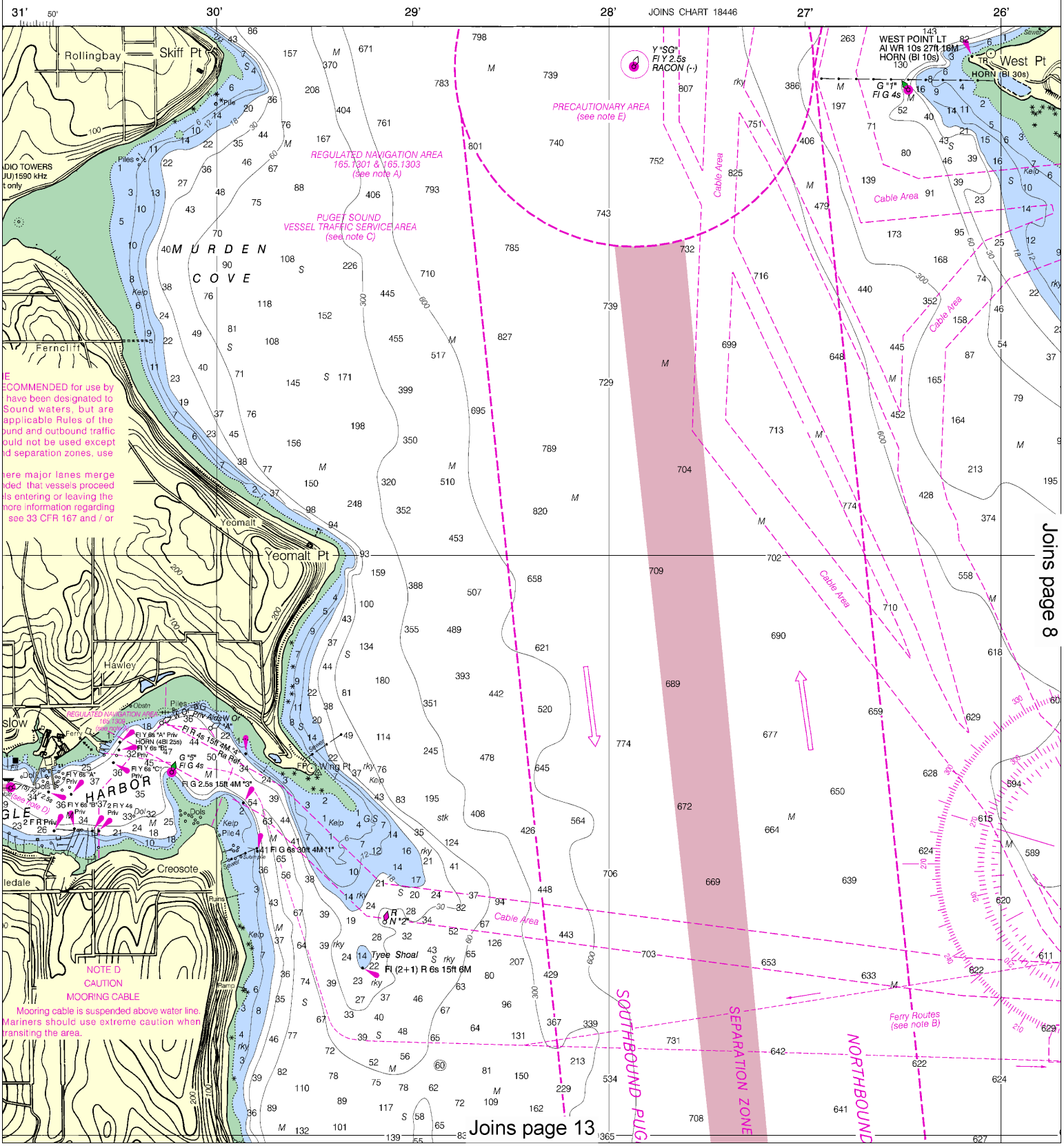
This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:33333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



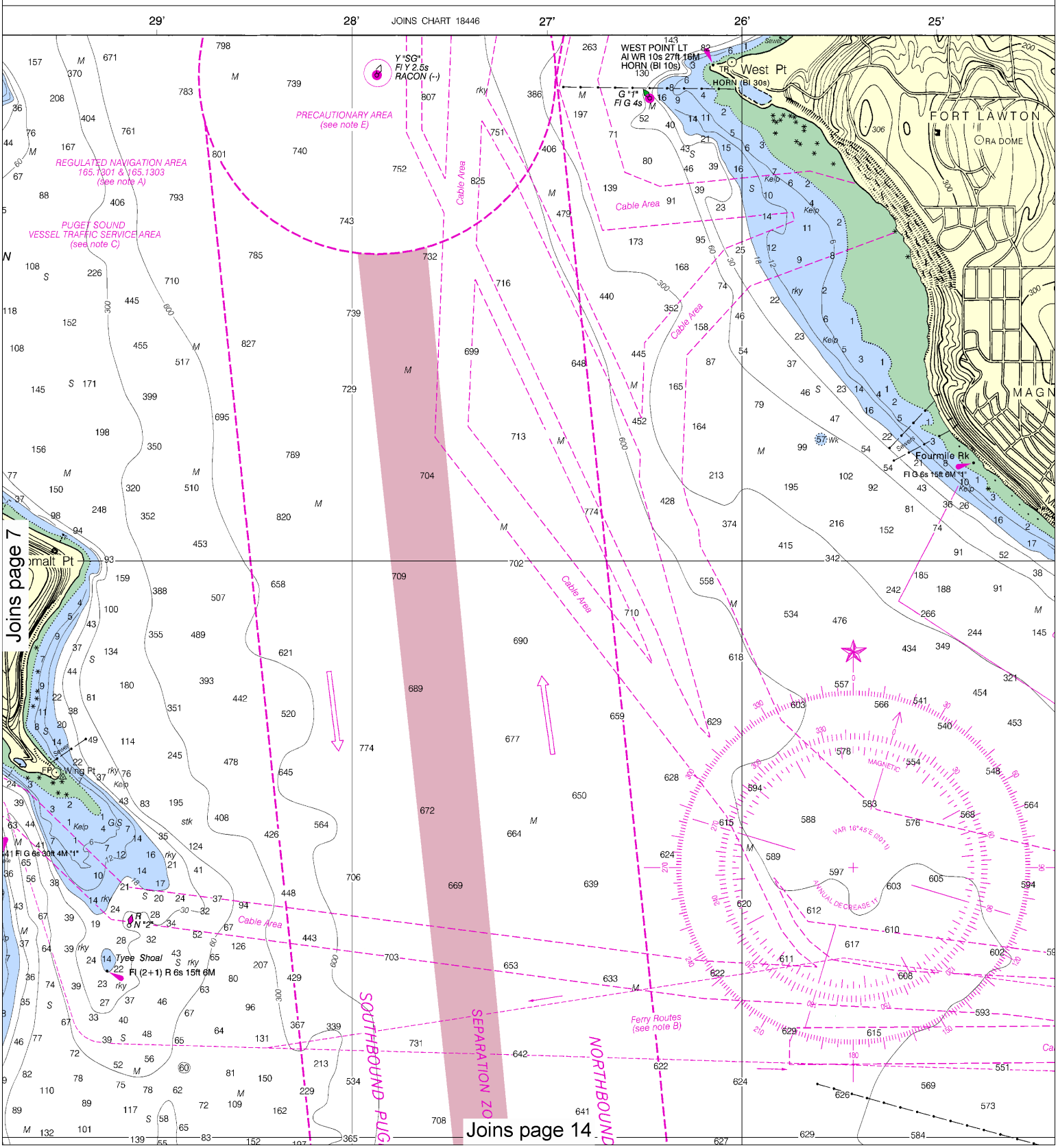
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.





This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
NGA Weekly Notice to Mariners: 4812 12/1/2012,
Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.

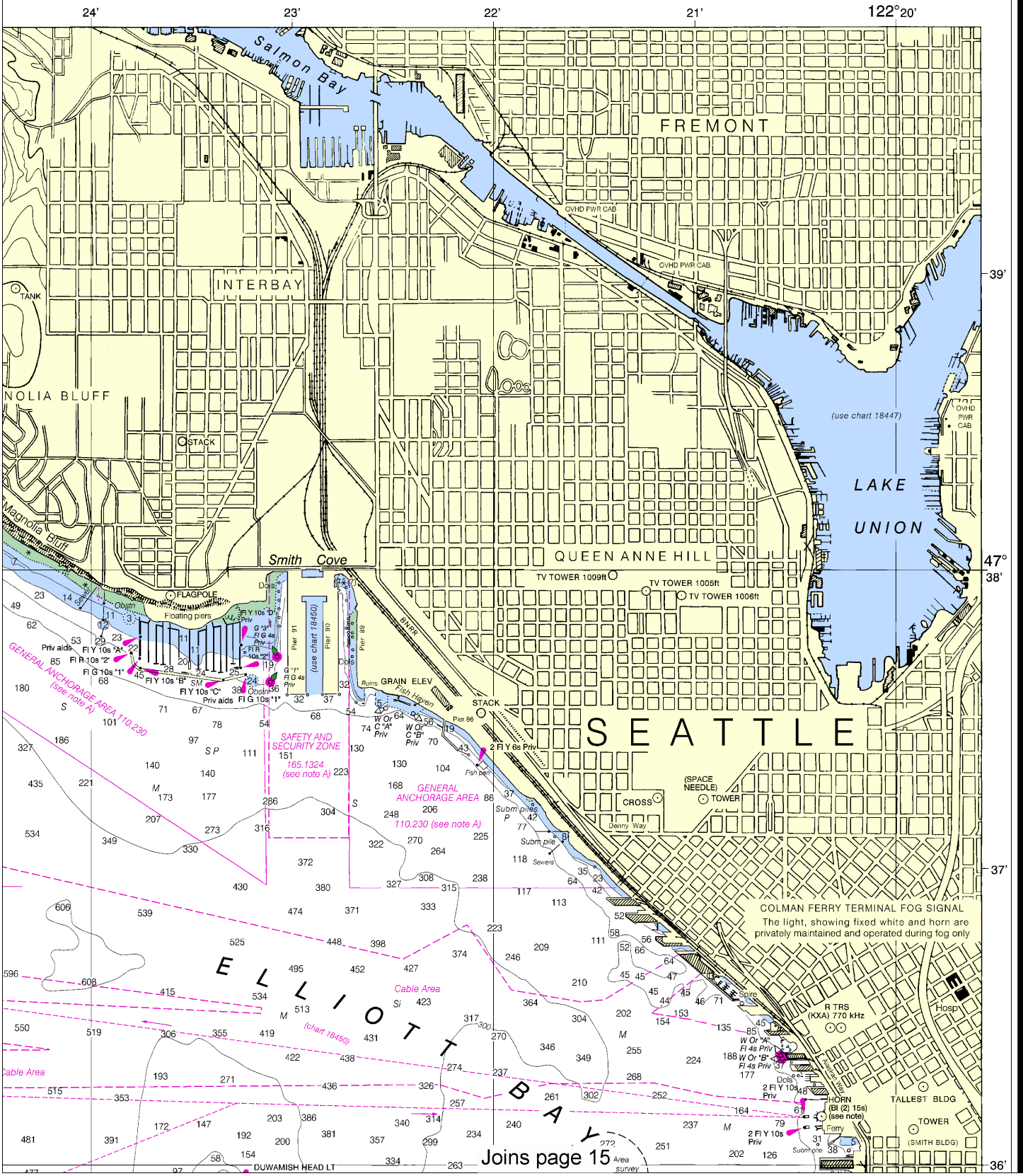


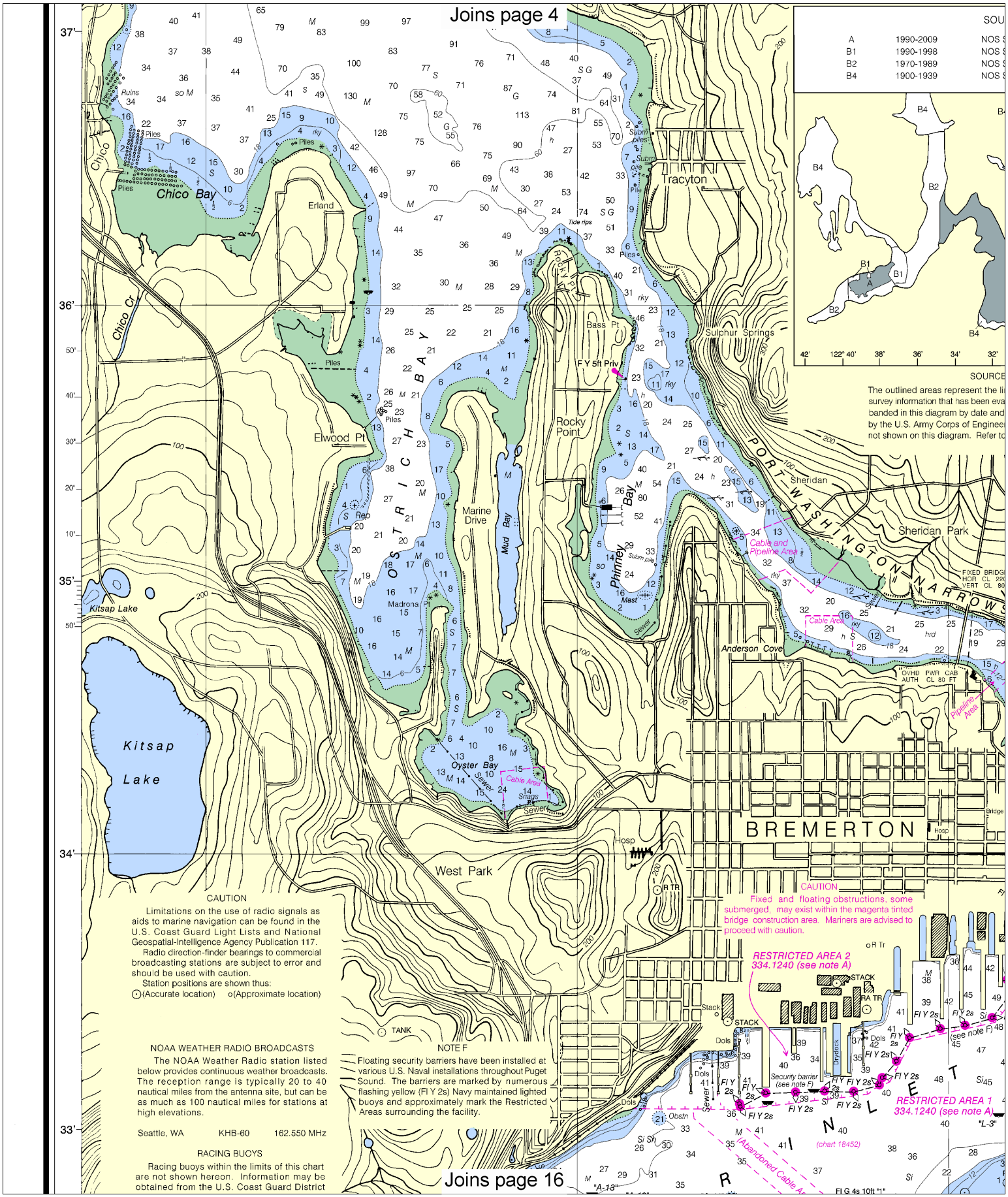
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1

Yards
1000 0 1000 2000


24'
23'
22'
21'
122°20'
Salmon Bay
FREMONT
INTERBAY
OVHD PWR CAB
OVHD PWR CAB
TANK
NOLIA BLUFF
STACK
(use chart 18447)
OVHD PWR CAB
LAKE
UNION
Magnolia Bluff
Smith Cove
QUEEN ANNE HILL
39'
47°
38'
TV TOWER 1009ft
TV TOWER 1005ft
TV TOWER 1006ft
FLAGPOLE
Obstn
Floating piers
Dolphins
Pier 91
(use chart 18450)
Pier 89
Dolphins
ENTR
Ruins
GRAIN ELEV
Fish Haven
STACK
Pier 86
SEATTLE
Priv aids
Fl Y 10s "A"
Fl R 10s "2"
Fl G 10s "1"
Fl Y 10s "B"
Fl Y 10s "C"
Priv aids
Fl G 10s "1"
GENERAL ANCHORAGE AREA 110,230 (see note A)
SAFETY AND SECURITY ZONE
165.1324 (see note A)
W Or "A" Priv
W Or "B" Priv
W Or "C" Priv
2 Fl Y 6s Priv
Fish pen
(SPACE NEEDLE)
TOWER
CROSS
Denny Way
GENERAL ANCHORAGE AREA
110,230 (see note A)
Subm piles
Subm pile
Sewers
COLMAN FERRY TERMINAL FOG SIGNAL
The light, showing fixed white and horn are privately maintained and operated during fog only
37'
ELLIOTT BAY
Cable Area
(chart 18450)
Cable Area
Spire
R TRS
(KXA) 770 kHz
Hosp
W Or "A" Fl 4s Priv
W Or "B" Fl 4s Priv
Dolphins
2 Fl Y 10s Priv
HORN
(Bl (2) 15s)
(see note)
TALLEST BLDG
TOWER
(SMITH BLDG)
Ferry
2 Fl Y 10s Priv
Subm pile
DUWAMISH HEAD LT
Joins page 15
Area survey
36'

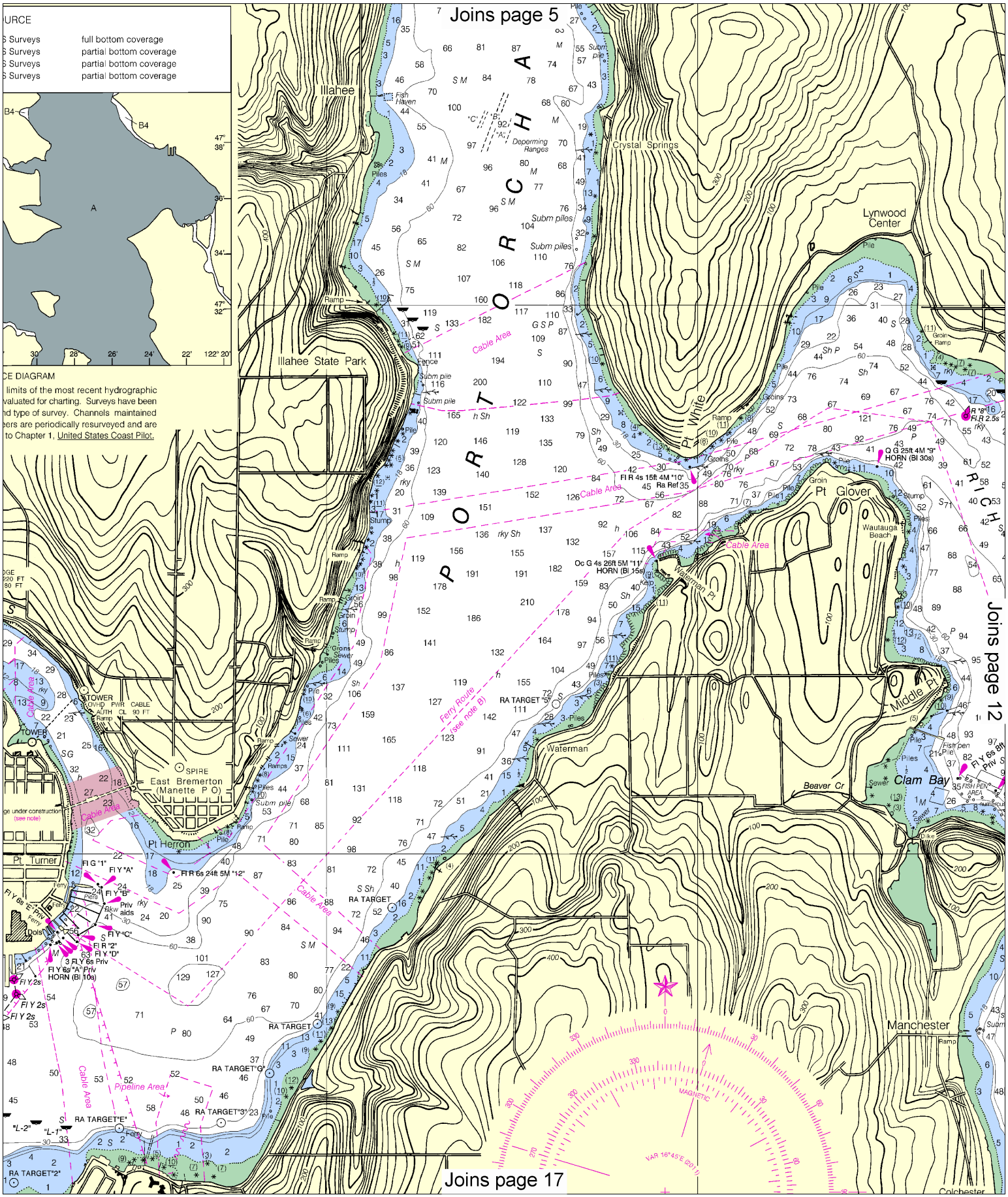


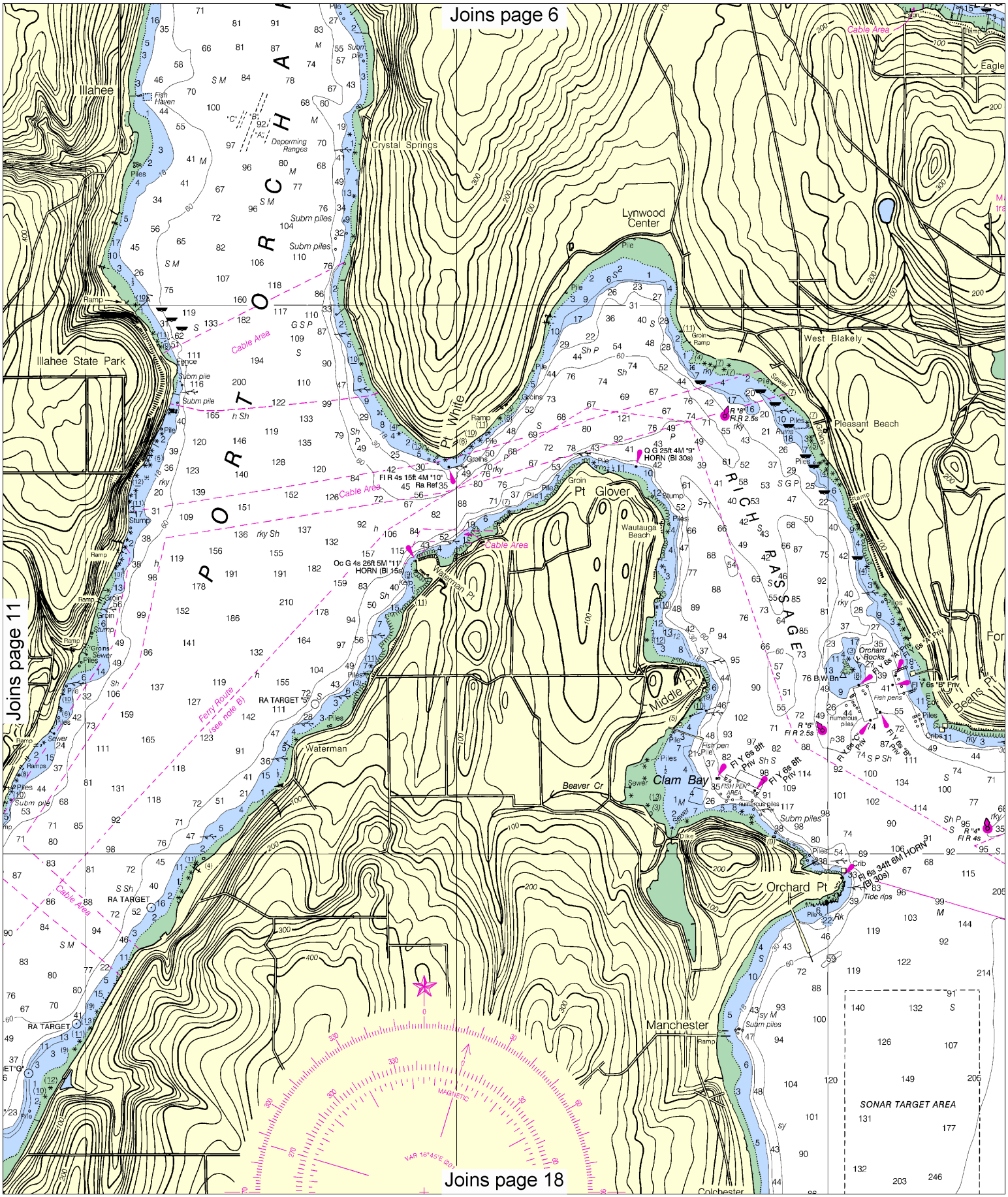
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1

Yards
1000 0 1000 2000


URCE
S Surveys full bottom coverage
S Surveys partial bottom coverage
S Surveys partial bottom coverage
S Surveys partial bottom coverage
B4
A
CE DIAGRAM
limits of the most recent hydrographic
valuated for charting. Surveys have been
nd type of survey. Channels maintained
ers are periodically resurveyed and are
to Chapter 1, United States Coast Pilot.
Joins page 5
Joins page 12
Joins page 17
PORT ORCHARD
Illahee
Illahee State Park
Crystal Springs
Lynwood Center
Pt White
Pt Glover
Wautauga Beach
Middle Pt
Clam Bay
Beaver Cr
Waterman
Waterman Pt
Pt Herron
Pt Turner
East Bremerton (Manette P O)
SPIRE
TOWER
Manchester
Colchester
Ferry Route (see note B)
Cable Area
Pipeline Area
Deperming Ranges
Fl R 4s 15ft 4M "10"
Oc G 4s 26ft 5M "11" HORN (Bl 15s)
Q G 25ft 4M "9" HORN (Bl 30s)
Fl G "1"
Fl Y "A"
Fl R 6s 24ft 5M "12"
Fl Y "B"
Fl Y "C"
Fl R "2"
Fl Y "D"
3 Fl Y 6s Priv
Fl Y 6s "A" Priv HORN (Bl 10s)
Fl Y 2s
RA TARGET
RA TARGET"G"
RA TARGET"E"
RA TARGET"3"
RA TARGET"2"
"L-2"
"L-1"
MAGNETIC
VAR 16°45'E (2017)



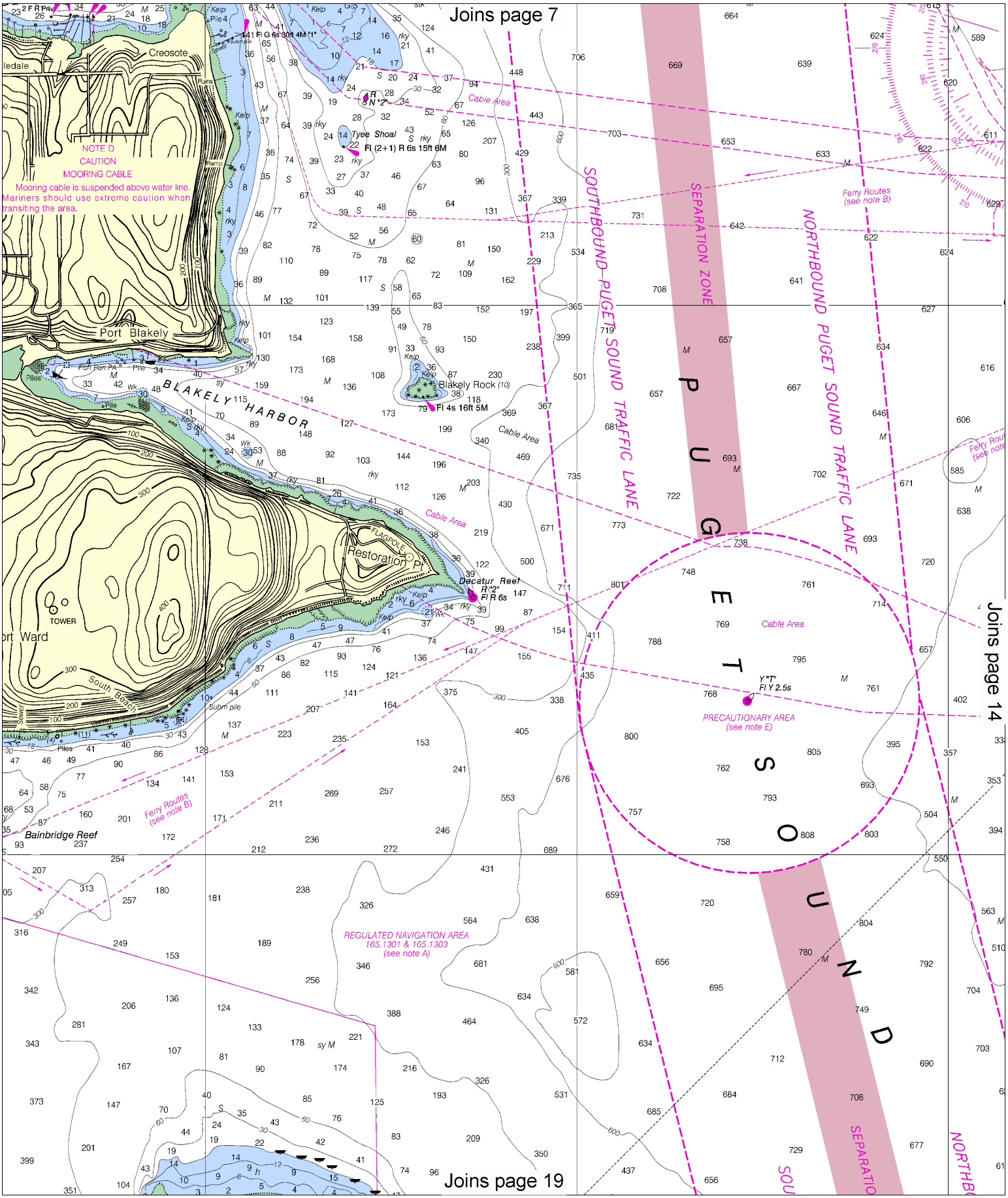
12

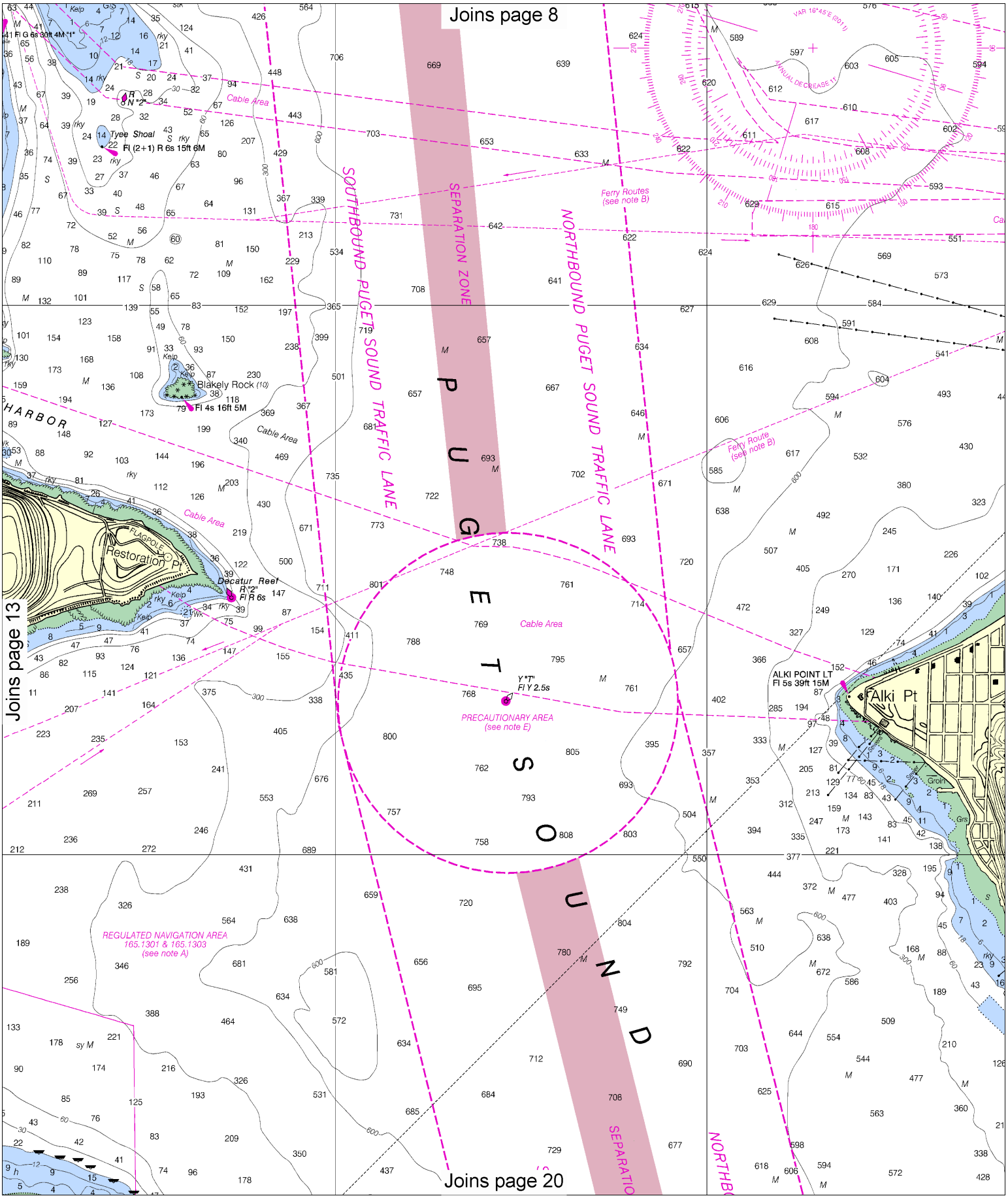
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1

Yards
1000 0 1000 2000


Joins page 7
Creosote
NOTE D
CAUTION
MOORING CABLE
Mooring cable is suspended above water line. Mariners should use extreme caution when transiting the area.
Port Blakely
BLAKELY HARBOR
Blakely Rock (10)
Fl 4s 16ft 5M
Tyee Shoal
Fl (2+1) R 6s 15ft 6M
Decatur Reef
R "2"
Fl R 6s
Restoration Pt
FLAGPOLE
TOWER
Port Ward
South Beach
Bainbridge Reef
Cable Area
SOUTHBOUND PUGET SOUND TRAFFIC LANE
SEPARATION ZONE
NORTHBOUND PUGET SOUND TRAFFIC LANE
PUGET SOUND
Ferry Routes (see note B)
PRECAUTIONARY AREA
(see note E)
Y "T"
Fl Y 2.5s
REGULATED NAVIGATION AREA
165.1301 & 165.1303
(see note A)
Joins page 14
Joins page 19



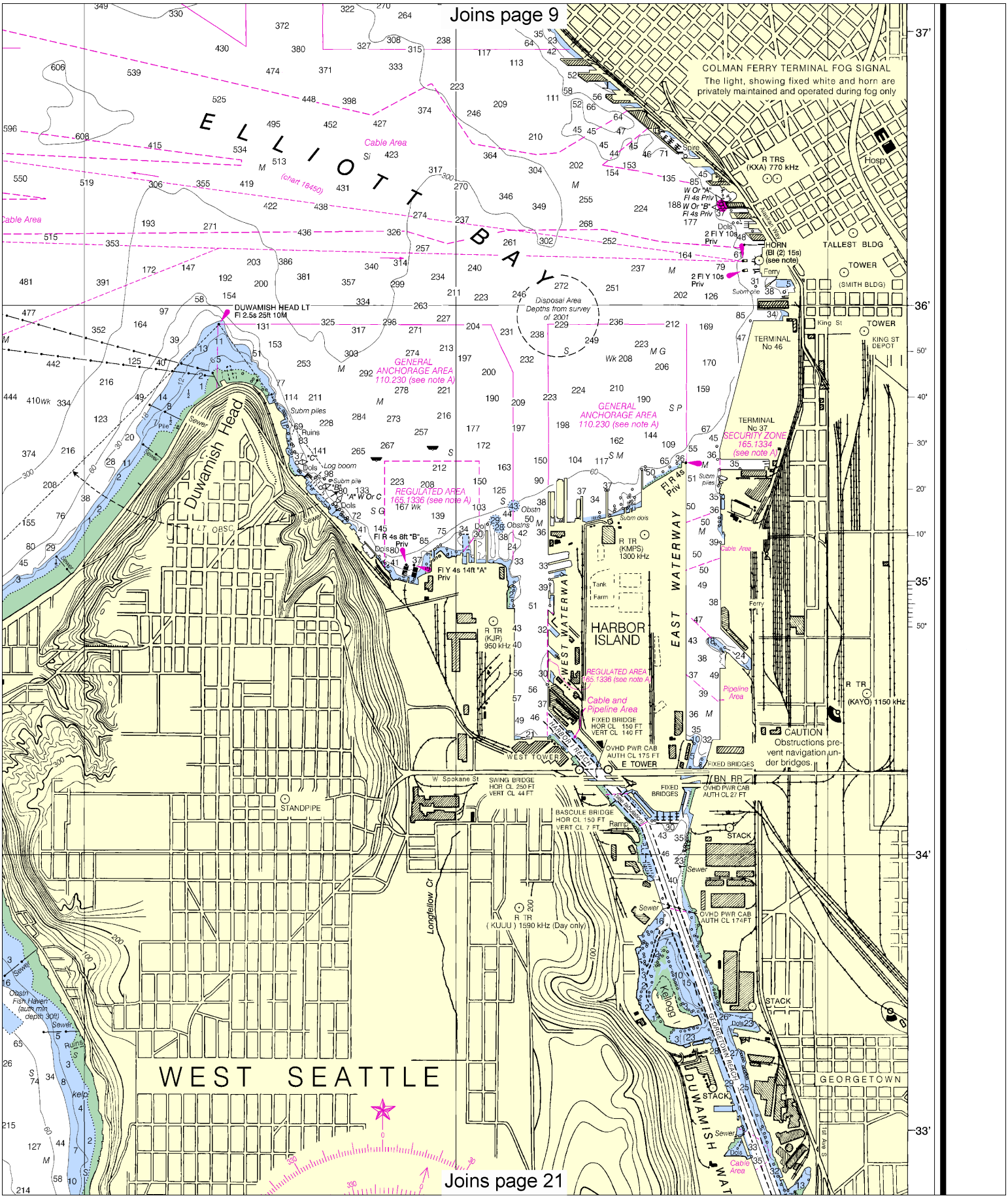
14

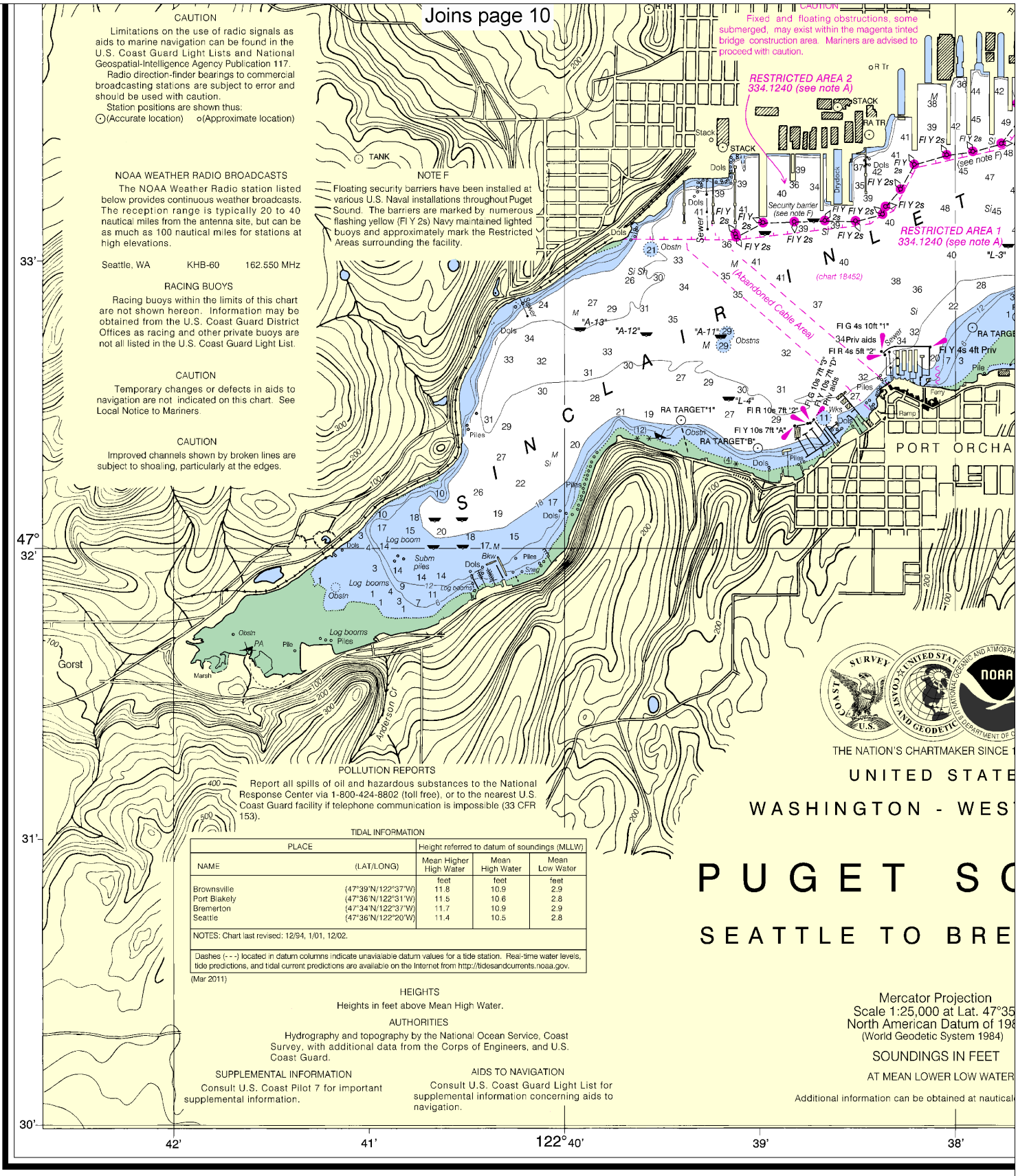
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1

Yards
1000 0 1000 2000


Joins page 9
COLMAN FERRY TERMINAL FOG SIGNAL
The light, showing fixed white and horn are privately maintained and operated during fog only
E L L I O T T B A Y
Cable Area
(chart 18450)
Spire
R TRS (KXA) 770 kHz
Hospl
W Or "A" Fl 4s Priv
W Or "B" Fl 4s Priv
2 Fl Y 10s Priv
HORN (Bl (2) 15s) (see note)
TALLEST BLDG
TOWER (SMITH BLDG)
Ferry
Subm pile
2 Fl Y 10s Priv
Disposal Area Depths from survey of 2001
DUWAMISH HEAD LT Fl 2.5s 25ft 10M
King St
TOWER
KING ST DEPOT
TERMINAL No 46
GENERAL ANCHORAGE AREA 110.230 (see note A)
TERMINAL No 37 SECURITY ZONE 165.1334 (see note A)
Duwamish Head
Subm piles
Ruins
Log boom
Dols
"A" W Or C
REGULATED AREA 165.1336 (see note A)
Fl R 4s 8ft "B" Priv
Fl Y 4s 14ft "A" Priv
LT OBSC
Obstn
Obstns
Subm dols
R TR (KMPS) 1300 kHz
Fl R 4s
Cable Area
Tank Farm
HARBOR ISLAND
WEST WATERWAY
EAST WATERWAY
Ferry
R TR (KJP) 950 kHz
Pipeline Area
R TR (KAYO) 1150 kHz
Cable and Pipeline Area
FIXED BRIDGE HOR CL 150 FT VERT CL 140 FT
OVHD PWR CAB AUTH CL 175 FT
E TOWER
W TOWER
FIXED BRIDGES
CAUTION Obstructions prevent navigation under bridges.
W Spokane St
SWING BRIDGE HOR CL 250 FT VERT CL 44 FT
BASCULE BRIDGE HOR CL 150 FT VERT CL 7 FT
Ramp
(BN RR
OVHD PWR CAB AUTH CL 27 FT
STANDPIPE
STACK
Sewer
Longfellow Cr
R TR (KUUU) 1590 kHz (Day only)
OVHD PWR CAB AUTH CL 174FT
Kellogg I
GEORGETOWN
DUWAMISH WATERWAY
Obstn Fish Haven (auth min depth 30ft)
Kelp
WEST SEATTLE
Joins page 21
37'
36'
35'
34'
33'



19th Ed., May/ 11 ■ Corrected through NM May 07/11
Corrected through LNM Apr. 26/11

18449

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

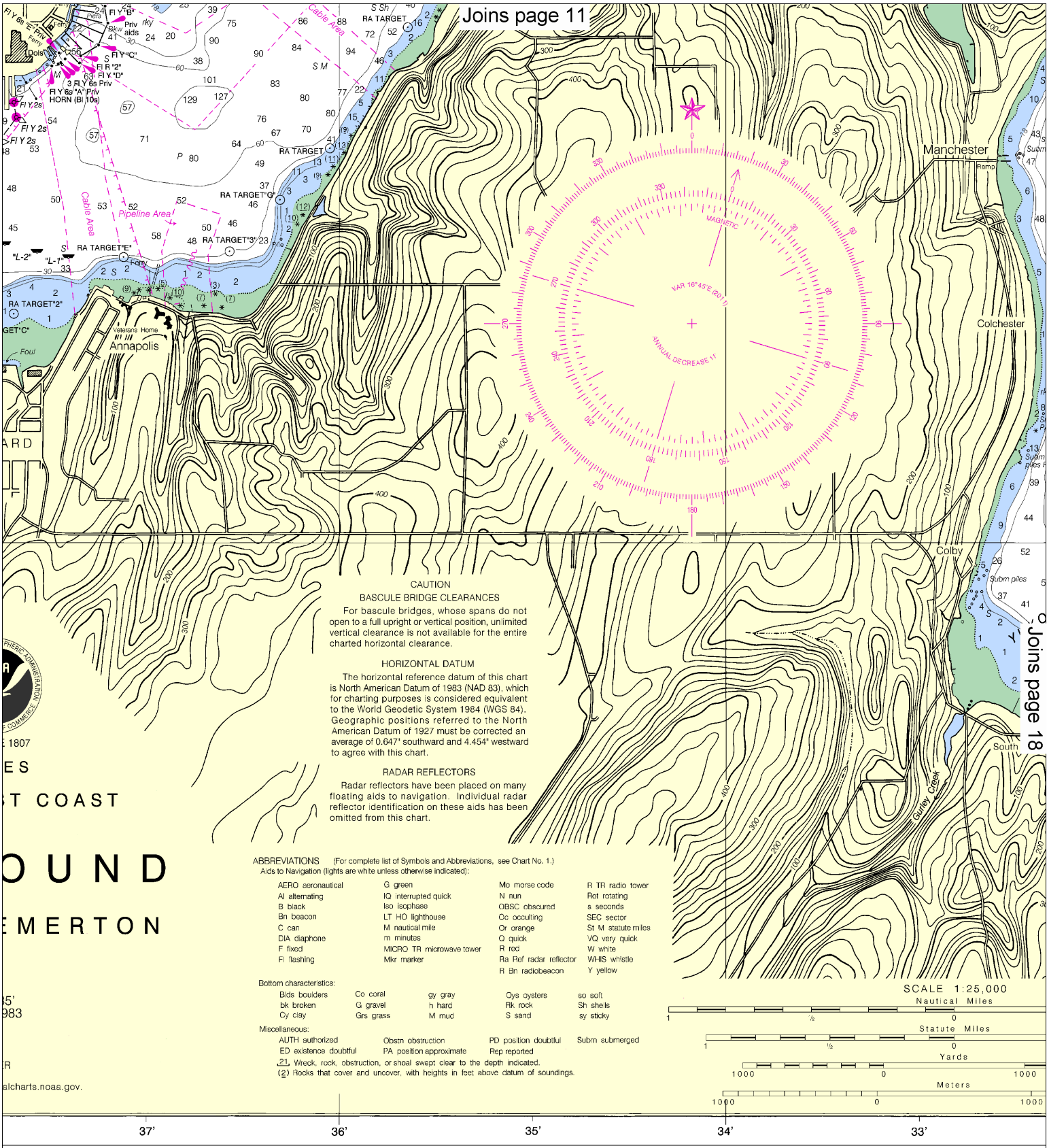
This nautical chart has been designed to promote safe navigation. Th
Ocean Service encourages users to submit corrections, additions, or con
improving this chart to the Chief, Marine Chart Division (N/CS2), Natio
Service, NOAA, Silver Spring, Maryland 20910-3282.

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1

Yards
1000 0 1000 2000



CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.647" southward and 4.454" westward to agree with this chart.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

SCALE 1:25,000

Nautical Miles 1 ½ 0

Statute Miles 1 ½ 0

Yards 1000 0 1000

Meters 1000 0 1000

37' 36' 35' 34' 33'

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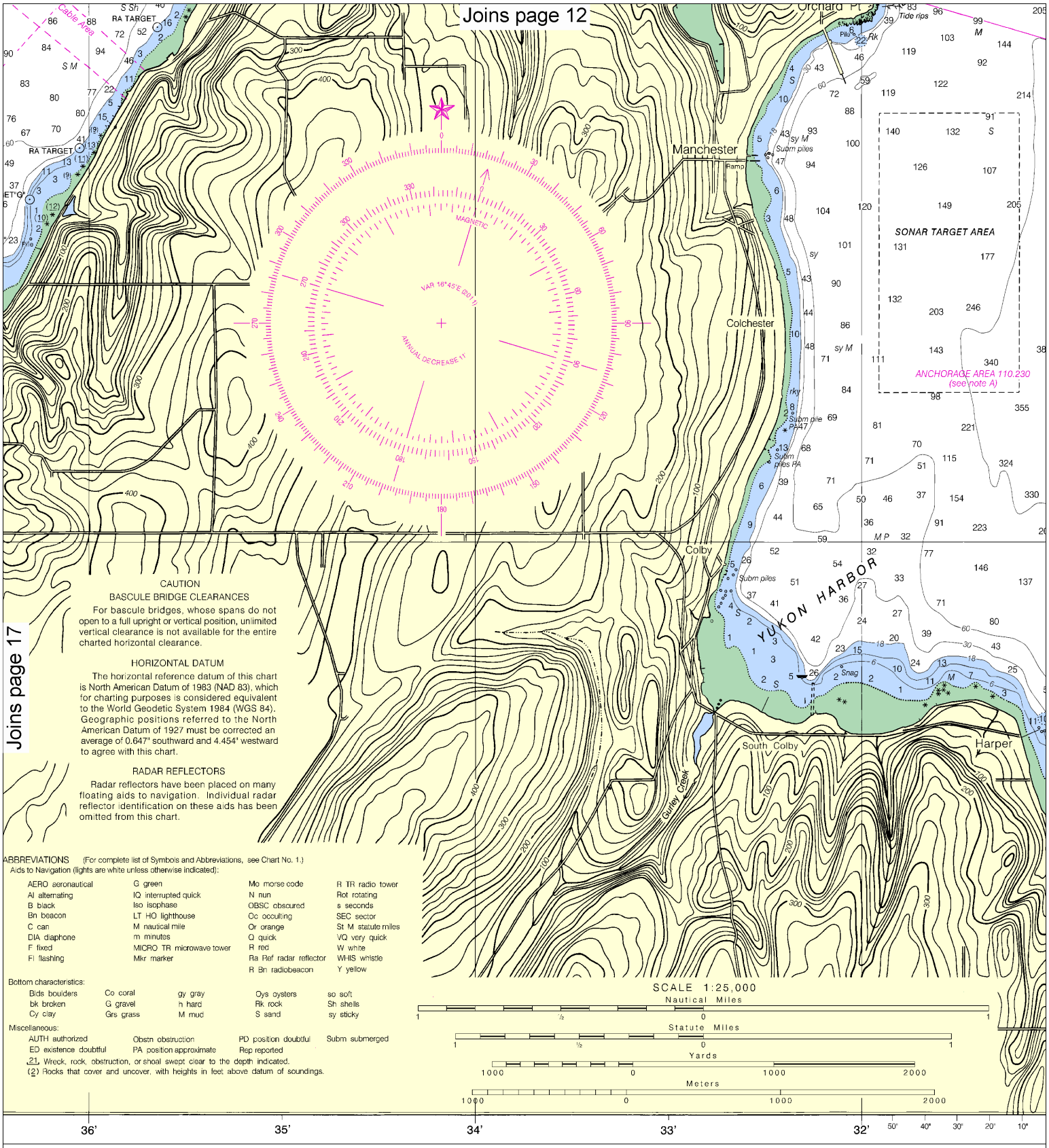
WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

COLREGS, 80.1395 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.



WARNING
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COLREGS, 80.1395 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
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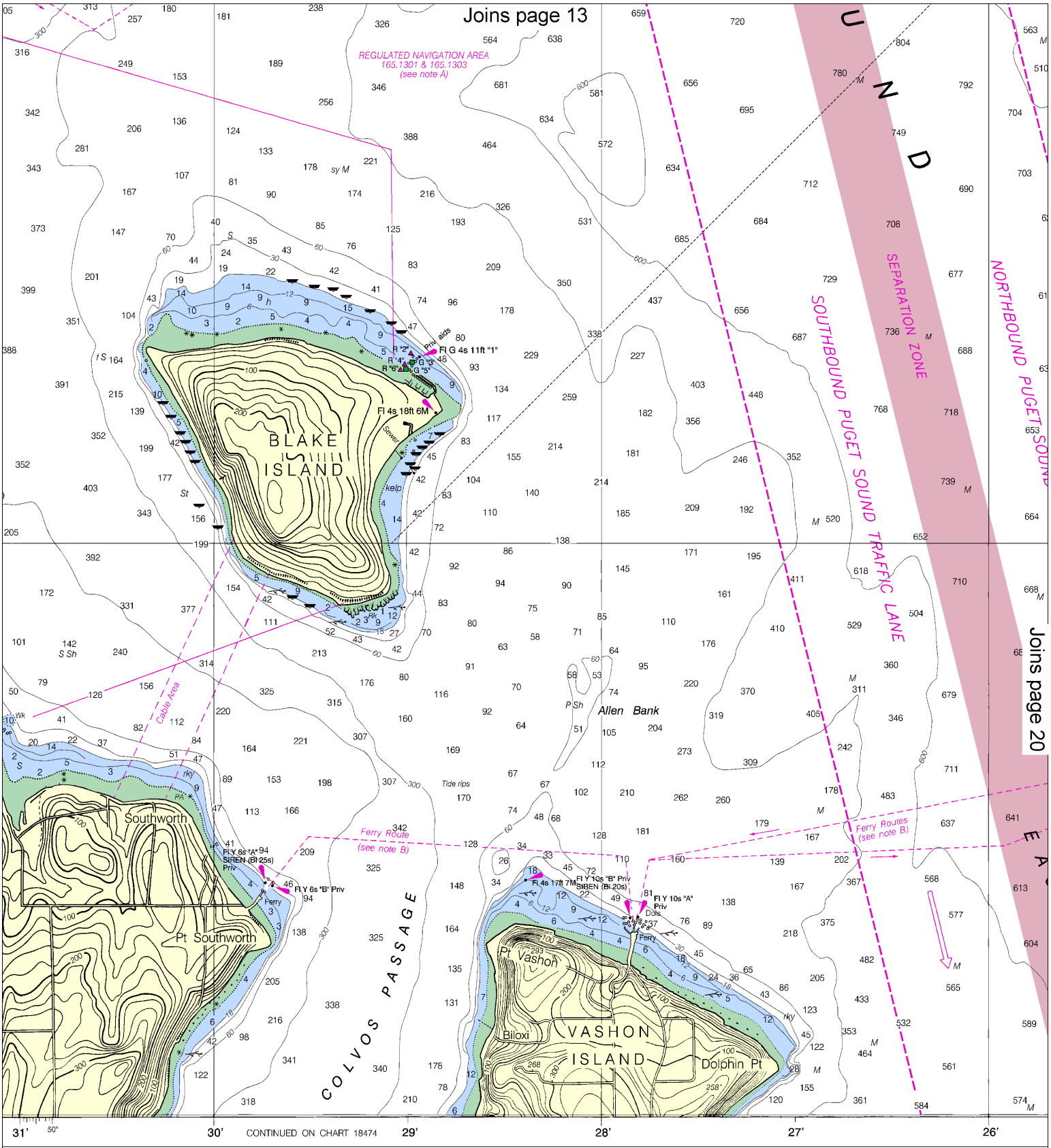
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles
Yards



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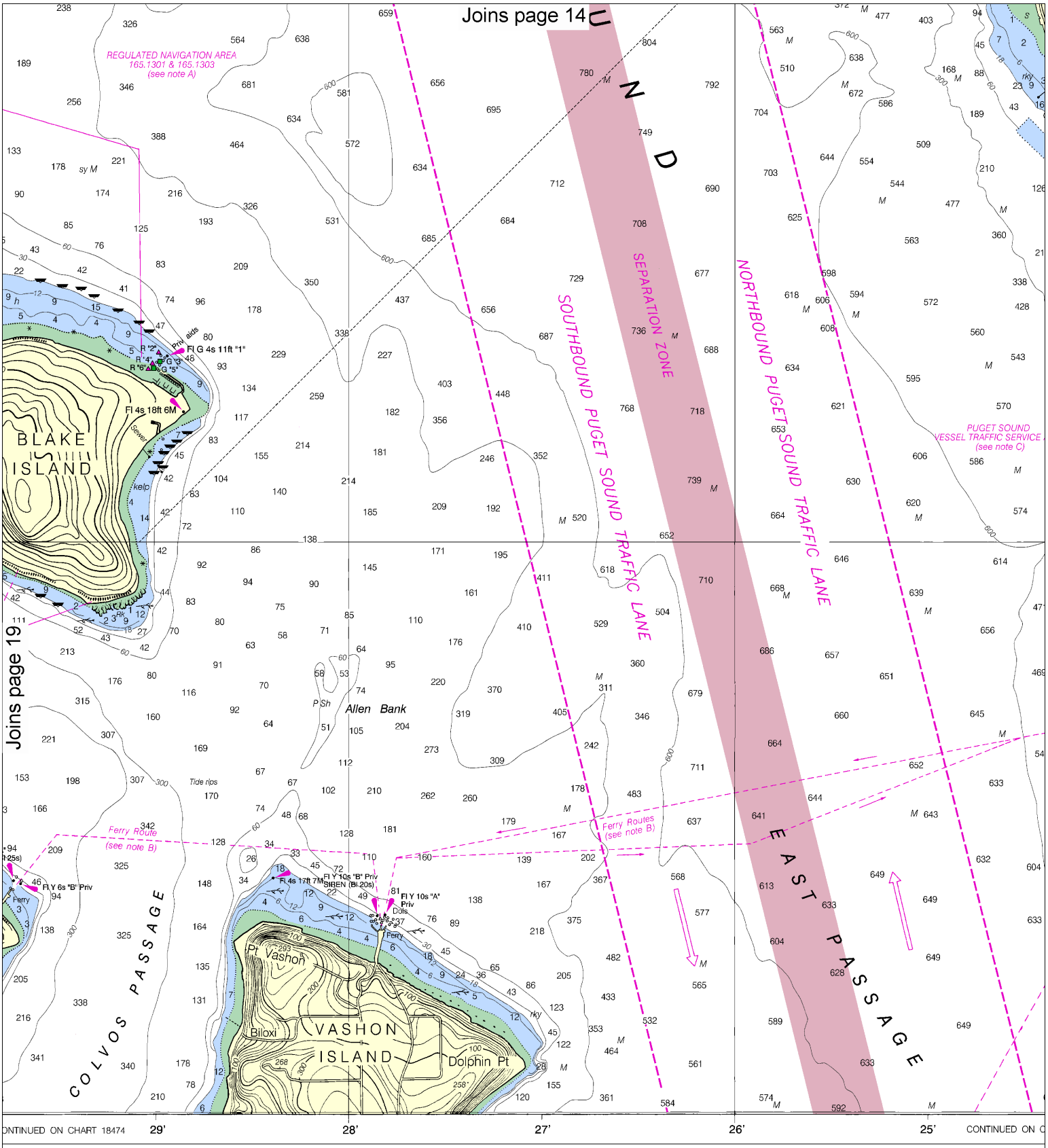


SOUNDINGS IN FEET

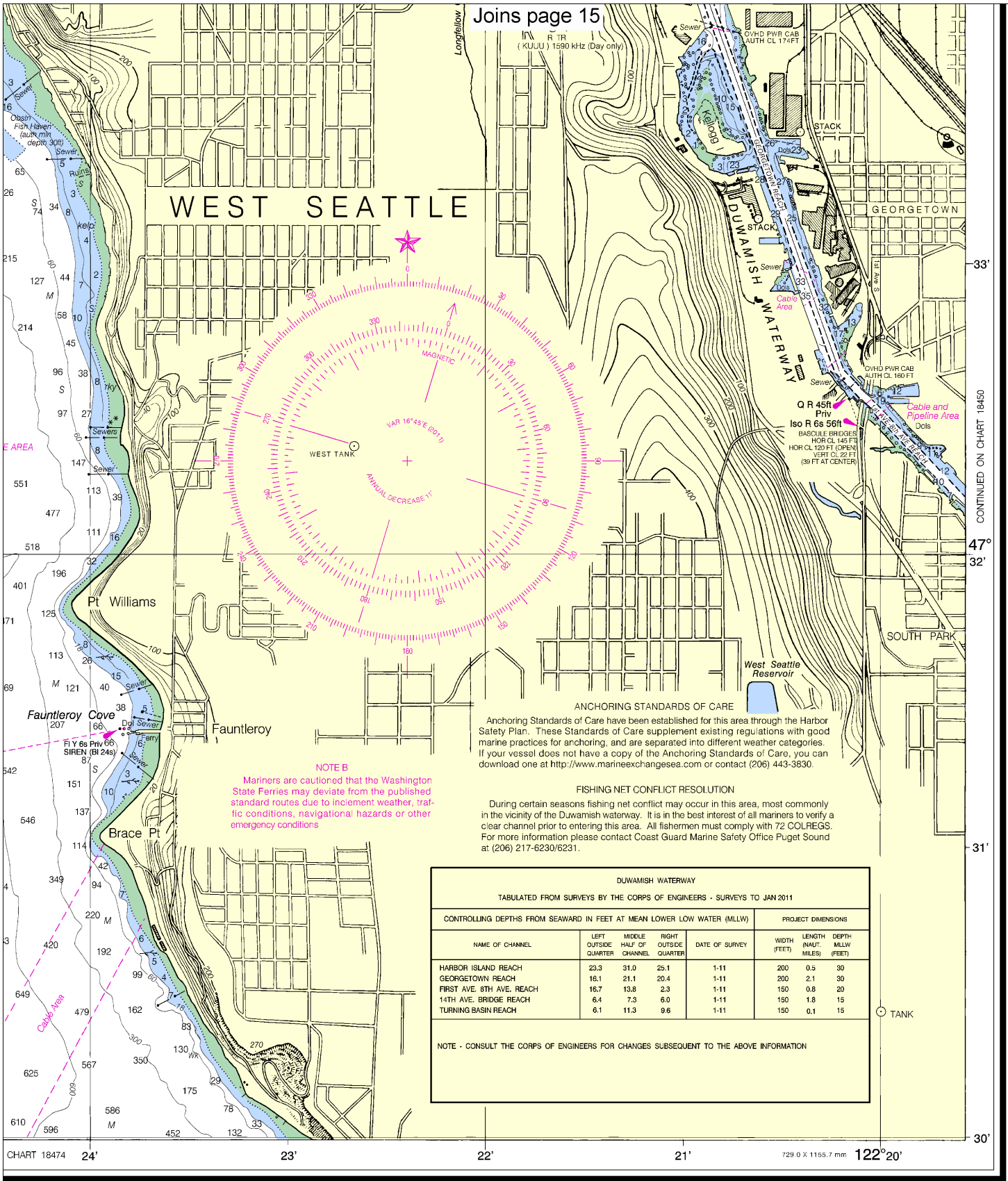
FATHOMS
FEET
METERS

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1

Yards
1000 0 1000 2000



NOTE B

Mariners are cautioned that the Washington State Ferries may deviate from the published standard routes due to inclement weather, traffic conditions, navigational hazards or other emergency conditions

ANCHORING STANDARDS OF CARE

Anchoring Standards of Care have been established for this area through the Harbor Safety Plan. These Standards of Care supplement existing regulations with good marine practices for anchoring, and are separated into different weather categories. If your vessel does not have a copy of the Anchoring Standards of Care, you can download one at http://www.marineexchangesea.com or contact (206) 443-3830.

FISHING NET CONFLICT RESOLUTION

During certain seasons fishing net conflict may occur in this area, most commonly in the vicinity of the Duwamish waterway. It is in the best interest of all mariners to verify a clear channel prior to entering this area. All fishermen must comply with 72 COLREGS. For more information please contact Coast Guard Marine Safety Office Puget Sound at (206) 217-6230/6231.

DUWAMISH WATERWAY

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JAN 2011

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
HARBOR ISLAND REACH	23.3	31.0	25.1	1-11	200	0.5	30
GEORGETOWN REACH	16.1	21.1	20.4	1-11	200	2.1	30
FIRST AVE. 8TH AVE. REACH	16.7	13.8	2.3	1-11	150	0.8	20
14TH AVE. BRIDGE REACH	6.4	7.3	6.0	1-11	150	1.8	15
TURNING BASIN REACH	6.1	11.3	9.6	1-11	150	0.1	15

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

CHART 18474

729.0 X 1155.7 mm

ED. NO. 19
NSN 7642014011511
NGA REFERENCE NO. 18AHA18449

Seattle to Bremerton

SOUNDINGS IN FEET - SCALE 1:25,000

18449

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

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Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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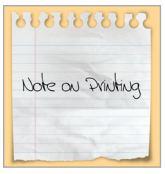

This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey The Nation's Chartmaker